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LOUIS T. KLAUDER AND ASSOCIATES
CONSULTING ENGINEERS



PROPOSED ELECTRIFICATION TO JOHNSVILLE



SOUTHEASTERN PENNSYLVANIA
TRANSPORTATION AUTHORITY

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CC to: Russell W. Piazza, Budget Director
Jenkins
Costello
Reynolds
Loeber

Bucks County Commissioners
Mr. McConnon and Mr. S
Mr. McClurken - Hatboro
Mr. Wood, Public Inform

MONTGOMERY COUNTY



NORRISTOWN, PENNSYLVANIA

COMMISSIONERS
RUSSELL PARKHOUSE
FRANK W. JENKINS
DANIEL T. COSTELLO

SOLICITOR
ROGER B. REYNOLDS

CHIEF CLERK
EDWARD C. NIGG, JR.

June 9, 1967

General M. J. Reichel, General Manager
Southeastern Pennsylvania Transportation Authority
2028 PSFS Building
Philadelphia, Pennsylvania

Dear General Reichel:

This is to inform you that Montgomery County approves the project known as the Hatboro-Warminster Electrification Project as outlined in the Louis T. Klauder and Associates Engineering Report of March 15, 1967.

To satisfy the requirements imposed by federal and state legislation that SEPTA must obtain local funds to be used to pay part of the net project cost, Montgomery County hereby obligates itself to contribute funds to SEPTA for use by it in connection with said project as follows:

- a. If the U.S. Department of Housing and Urban Development agrees to assume two-thirds of the Net Project Cost, Montgomery County's contribution will be \$54,583.
- b. If the U.S. Department of Housing and Urban Development agrees to assume one-half of the Net Project Cost, Montgomery County's contribution will be \$81,875. It is understood, however, that if the Department of Housing and Urban Development subsequently raises its contribution to an amount equal to two-thirds of the net project cost, SEPTA will return to Montgomery County that part of its contribution which exceeds \$54,583.

Montgomery County's share will be payable one-third after January 1, 1968; one-third after January 1, 1969; and one-third after January 1, 1970 upon SEPTA's demand as required to pay the costs of the Project as incurred.

We intend to be legally bound hereby.

Sincerely yours,

A. Russell Parkhouse
President
Montgomery County Commissioners

arp:mrr



SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

2028 PSFS Building • Philadelphia, Pa. 19107

215 MA 7-8200

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March 23, 1967

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**MONTGOMERY COUNTY
PLANNING COMMISSION**

**Honorable A. Russell Parkhouse
Montgomery County Court House
Norristown, Pennsylvania**

Dear Russ:

Attached hereto is the engineer's report for the electrification from Hatboro to Johnsville.

The State is holding enough money to cover one-sixth of the cost of this project provided the region can raise the local funds. It seems that the local beneficiaries are Bucks and Montgomery Counties, Hatboro and Warminster Township.

Because of the peculiarities of State legislation (their one-sixth maximum), and the status of DVRPC which limits Federal grants to one-half, the local area has to raise \$328,000 in addition to a possible advance of \$108,000 which we hope the City will provide.

When DVRPC qualifies the region for a two-thirds Federal grant, the City's advance of \$108,000 would be liquidated and other participants would receive back \$108,000 of the \$328,000 contribution on a pro rata basis.

It seems clear that with the shortage of time we should have an early meeting of all the local parties to decide how to proceed with this project. I am sending a similar letter to Commissioner Canby. Would either of you like to suggest a date and place at which we could meet.

I will not distribute copies of this report to township supervisors, borough officials or state legislators until I have heard from you.

Sincerely,

M. J. REICHEL

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Encl.

LOUIS T. KLAUDER AND ASSOCIATES

CONSULTING ENGINEERS

PHILADELPHIA NATIONAL BANK BUILDING

PHILADELPHIA, PA. 19107

LOUIS T. KLAUDER PE
HERBERT S. HENDERSON PE
ROBERT M. PRICE PE, AIA
PAUL D. DOHAN CPA
JOHN R. VOLLMAR PE

March 15, 1967

General Michael J. Reichel,
General Manager,
Southeastern Pennsylvania
Transportation Authority,
2028 PSFS Building,
Philadelphia, Penna. 19107.

Subject: Extension of Electrification
of Reading Company Railroad
from Hatboro to Johnsville

Dear General Reichel:

Pursuant to instructions received December 8, 1966,
we have updated our report of March 1, 1963 on the proposed
extension of the Reading Company's electrification from Hat-
boro to Johnsville. Following are our comments with respect
to the project.

Facilities

At present there is a single-track route of 1.8 miles
connecting Hatboro and the location of the old Johnsville sta-
tion. The entire length of the route is overbuilt by a 132-kw
transmission line of the Philadelphia Electric Company which
was constructed in 1955. With the exception of intermediate
structures on the single curve on the route, no catenary sup-
ports would be necessary inasmuch as brackets or beams would

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TO General Michael J. Reichel

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be added to the existing transmission line supports. Under an agreement with the Philadelphia Electric Company, the Reading Company is permitted to use the steel poles without any rental cost to the Railroad. There is an existing substation at Hatboro and, since the extension to the proposed Johnsville station is less than 1.8 miles, no power transmission or substation changes would be required.

The existing track from Hatboro to Johnsville, which now has mostly 90- and 100-pound rail and cinder ballast, would require rehabilitation. Aside from the present signalling for grade crossing protection at County Line Road and at Street Road, no automatic signalling exists beyond Hatboro. At the present time, there are no station, automobile parking, crew, or car storage facilities at Johnsville.

In February 1966, Reading Company made a study of the project. Our study does, to a great extent, conform to the Railroad's plan. The plan, in brief, is as follows:

1. Electrification of the line to the east side of Street Road in Johnsville using the steel poles of the 132-kw transmission line for catenary support.

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2. Rehabilitation of the track from Hatboro to Johnsville, replacing all 90- and 100-pound rail with new 130-pound rail; stone ballasting the entire length of track; and replacement of 30 percent of the ties.
3. Crossing protection at Meadowbrook Road and extension of present automatic signalling from Hatboro to Johnsville.
4. Remote control from Wayne Junction tower for the turnouts at the east and west ends of the present wired siding at Willow Grove, to provide an efficient passing point and facilitate the proper scheduling of trains.
5. A simple station structure, crew quarters, and a 600-foot-long black-top platform at Johnsville.
6. Free parking facilities for 500 cars with room for expansion to a capacity of approximately 850 cars at the Johnsville station.
7. Facilities for the storage of 31 85-foot MU cars at Johnsville.
8. Necessary communication facilities.

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As presently planned, entrance to and exit from the Johnsville parking area would be on Jacksonville Road. We consider it essential, however, that an entrance be provided on Street Road, if possible.

No consideration has been given in this report to any track or signal changes in the electrified tracks from Glenside to Hatboro that would permit increased speeds over that section of the line, or to the possible location of a station at County Line Road (Bon Air), as mentioned in our report of March 1, 1963.

We have been advised that, currently, there is a proposal by Township and Highway Department authorities to relocate Jacksonville Road in Johnsville and that such relocation, if accomplished, might require changes in our plan as now constituted. Inasmuch as we have been unable to ascertain the details of the proposed changes in the road, we have not taken into consideration any effect of the road relocation on the cost of the project or the location of the facilities. A sketch map of the layout of the Johnsville facilities as proposed is annexed.

218
6 1,310 000

655 000 Federal

655 000 Local

219 000 State

328 000 Subur

108 000 City

328 000 70% Bucks 30% Montco

229 600 Bucks

98 400 Montco

328 000

328 000

229 600

328 000

98 400

98 400 Montco Share

Hatboro

30%

29 520

Upper Merion

20%

19 680

County

50%

49 200

98 400

For 1968 Budgets

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Cost of Facilities

We have prepared an estimate of the cost of new facilities and rehabilitation of existing facilities, as outlined in the foregoing comments. In preparation of this estimate, we reviewed Reading Company's compilation and updated our estimate of March 1, 1963. A summary of the estimated cost of acquisition, construction, and rehabilitation of the facilities is as follows:

Electrification of line and signal distribution system	\$ 100,300
Rehabilitation of track	213,600
Signals, interlockers, and communication facilities	331,100
Station facilities and automobile parking area	424,300
MU-car-storage yard	240,700
	<u>\$1,310,000</u>

Track rehabilitation costs are net after a credit of \$13,000 for the salvage value of rail and fittings replaced.

We investigated the salvage value of the Hatboro storage facilities that would be abandoned by transfer of car storage to Johnsville. We found that the costs of removal

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and changes necessary at that location because of discontinuance of storage activities would approximately offset the realizable value of the abandoned facilities. We therefore have not credited the construction costs with any salvage from these abandoned facilities. We suggest, however, that the land presently devoted to these storage facilities be retained by the Railroad for possible increases in parking space at Hatboro should demand for it develop more rapidly than now anticipated.

Operations

The extension of the service to Johnsville will increase the one-way running time from Reading Terminal by four minutes. Schedules for the extended service for trains departing from Reading Terminal will be the same as at present. In the peak morning period, the inbound trains are scheduled to have a passing time at Hatboro station to conform with the present departure times at that location. In the off-peak period, the passing times at Hatboro station would be eight minutes later than presently scheduled.

We reviewed our proposed schedules with representatives of the Railroad who advised us that, in their opinion, no serious dislocation of car or crew assignments would result

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from the schedules used by us in preparing our estimates of operating expenses.

Your office has advised us that, based on surveys made by your personnel and others, the number of passengers expected to use the Johnsville station and the resultant additional revenues at Hatboro and Johnsville are estimated to be as follows:

Potential Riders and Revenues

<u>Year</u>	<u>Johnsville Weekday Riders, One-Way (1)</u>	<u>Total Additional Revenue Per Year (2)</u>
First	587	\$32,800
Second	609	\$33,970
Fifth	677	\$37,544
Twelfth	781	\$43,182
Fifteenth	885	\$48,745
Twentieth	976	\$53,729

(1) Growth of ridership is based on the estimated rate of growth of households in the area.
(Delaware Valley Regional Planning Commission)

(2) Annual revenue increments shown are for both Hatboro and Johnsville. They are shown in 1967 dollars and are based on 1967 fares.

Of the 587 daily riders expected at Johnsville in the first year, approximately 73% will have been diverted from Hatboro, reducing congestion around the Hatboro station.

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Using current cost information, we have prepared for the first year of operation an estimate of the additional operating expenses (excluding interest on and amortization of capital costs) that would result from the extension of service to Johnsville. We find that the additional costs for the first year are slightly more than the expected additional revenue, as shown below:

Additional Revenue	\$32,800
Additional operating expenses:	
Crew costs:	
Enginemen	\$ 6,800
Conductors and trainmen	<u>1,400</u>
	\$ 8,200
Car maintenance and supplies (mileage costs only)	8,100
Train power	16,800
Track, station, parking area, maintenance, etc.	<u>1,300</u>
Total additional operating expenses	<u>34,400</u>
Excess of additional expenses over additional revenues during the first year of operation	<u><u>(\$1,600)</u></u>

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Conclusion

The principal benefits that would result from completion of this project are as follows:

1. Better transportation service to center city and other points along the line would be provided for residents of the Johnsville area and other parts of Warminster Township.
2. A marked improvement in the highway traffic and parking conditions in Hatboro would result. A recent survey of parking in the vicinity of Hatboro station conducted by your staff showed approximately 280 cars parked by rail patrons on an ordinary weekday. Of these, 120 cars were parked on the streets of Hatboro. It is estimated that of the 280 cars parked by rail patrons, 55 to 70 percent originate in the Johnsville area and, it can be assumed, would park at Johnsville if service and parking facilities were provided at that location. If this assumption is correct, then "on street" parking by present rail patrons in Hatboro would be reduced substantially as a

result of this project, alleviating a serious problem.

3. The interference with highway traffic on Byberry Avenue, Hatboro, now caused by the yarding and storage of cars at that location would be eliminated. At the present time, one track of the car storage facilities in Hatboro is crossed by Byberry Avenue, and the yard movement of cars interferes with automotive traffic at this location.
4. The availability of rail service at Johnsville would eliminate some automobile traffic to center city and other destinations. Information supplied to us by your staff indicates that, at the present time, thirty daily passengers would be diverted from auto trips to center city and, in addition, twenty daily passengers would be induced to make trips they would not have made otherwise. Moreover, thirty daily passengers can be expected to use the freed parking spaces at Hatboro.

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We wish to express our appreciation for the assistance
and information we have received from your staff on this project
and to acknowledge the help and cooperation of the Reading Company.

Respectfully submitted,

LOUIS T. KLAUDER AND ASSOCIATES

Paul D. Dohan

Paul D. Dohan

